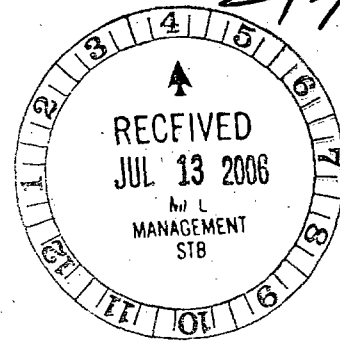


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Surface Transportation Board
1925 K. Street, NW
Room 700
Washington D.C. 20423

**Re: Consolidated Rail Corporation-Proposed Abandonment in Mercer County,
New Jersey- Robbinsville Industrial track**
STB Docket No. AB 167 (Sub-No. 1185X)

Dear Secretary:

Founded in 1978, Preservation New Jersey (PNJ) is the only statewide private membership-supported historic preservation organization in New Jersey. Our mission is to sustain and enhance the vitality of New Jersey's communities by promoting and preserving their diverse historic resources. Revitalization and reuse of cultural and historic resources in already developed cities and towns has simultaneously advanced both preservation and smart growth goals in many places across the state. PNJ and our preservation partners are increasingly alarmed, however, at redevelopment efforts in a number of communities that are endangering or destroying historic buildings, places and cultural landscapes with little or no regard for their importance to the community.

PNJ is concerned about the proposed abandonment of the Consolidated Rail Corporation, on the Robbinsville Industrial track between railroad mileposts 32.20 and 37.90 in the municipalities of Hamilton Township and Washington Township, Mercer County, New Jersey. This is just a portion of the sixty miles of the Camden and Amboy Railroad Mail Line Historic District that extends through four counties. Historically significant for a number of reasons, the Camden and Amboy Railroad line was the first to be chartered in New Jersey in 1830 and the third in the entire country (after the Baltimore and Ohio, and the Erie Lines). It was also the first to inaugurate regular service with a steam locomotive and other technical innovations. The railroad line spurred the development of industries and communities along its course.

The proposed abandonment of five miles of the railroad to redevelop the land threatens the contiguity of a National Register eligible historic district and

compromises a cultural landscape that has been preserved for generations. We urge the Surface Transportation Board to address all concerns and recommend a suitable solution that preserves and protects this historic corridor to be enjoyed for generations to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Emrich". The signature is fluid and cursive, with the first name "Ron" being more prominent than the last name "Emrich".

Ron Emrich
Executive Director

Cc: John K. Enright, Consolidated Rail Corporation
Dorothy Guzzo, Administrator, NJ State Historic Preservation Office
Richard Willinger